

Sea Container and Cargo Cleanliness

Quarantine Regulators Meeting

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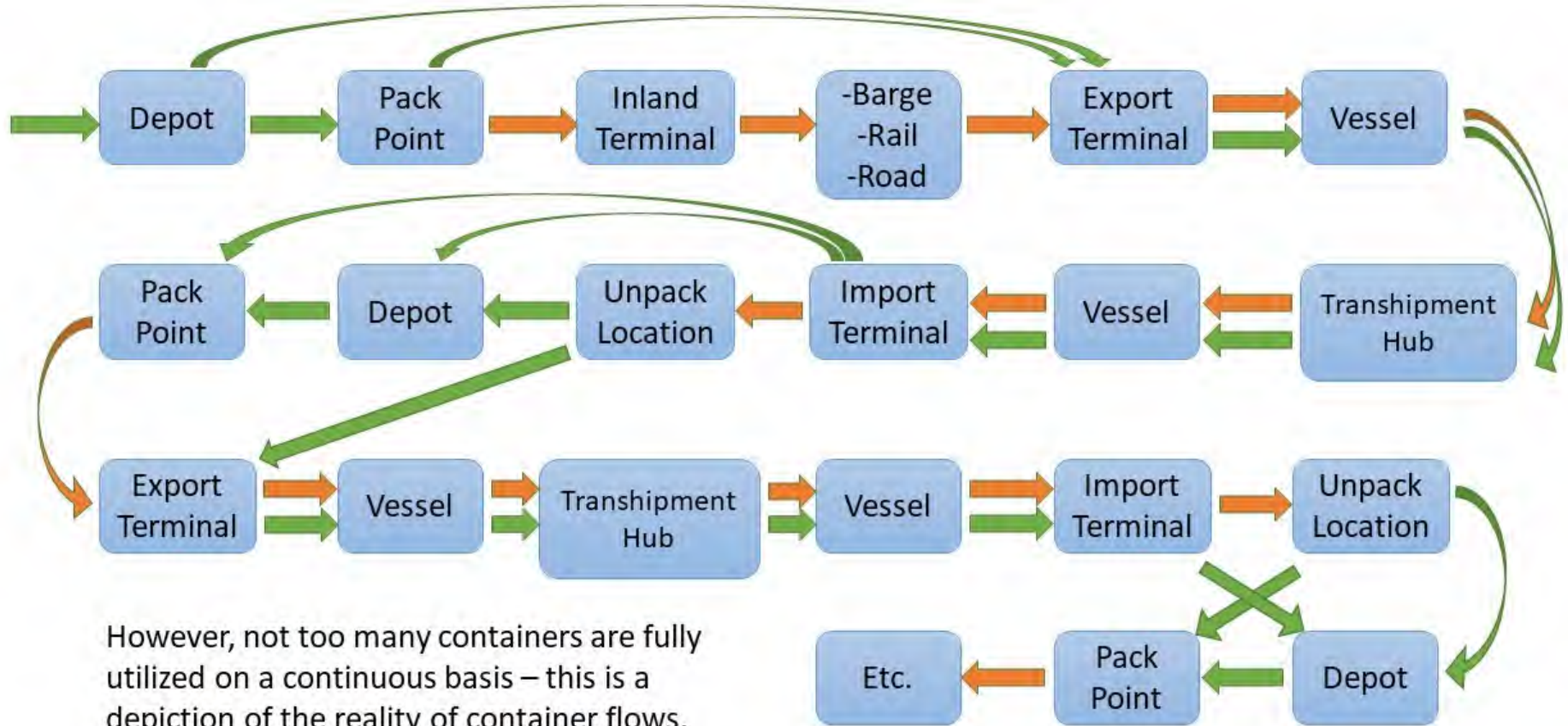
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Container Movement Complexities



 Empty Container
  Full Container

Source: Mr Michael Patrick Downes, Container Owners Association (COA), Senior Equipment Technical Expert, Centre Operations, Maersk Line in Commission on Phytosanitary Measures, Eleventh Session, Rome, 4-8 April 2016, Logistics of Sea Containers, Agenda item 14 <https://www.ippc.int/en/publications/82320/>

Sea Containers and Cargo Contamination

Examples of pests or contaminants found include

molluscs: snails and slugs

insects: egg masses (e.g. Asian gypsy moth), khapra beetle, weevils, leafhoppers, pupal cases

seeds: weeds, crops

plant debris: harbour pests

pathogens: e.g. fungi

soil: soil-borne pathogens, nematodes, weed seeds, eggs

other: straw, spiders, earthworms, bird nests, bird droppings

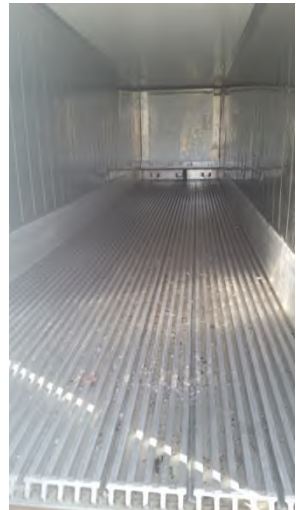
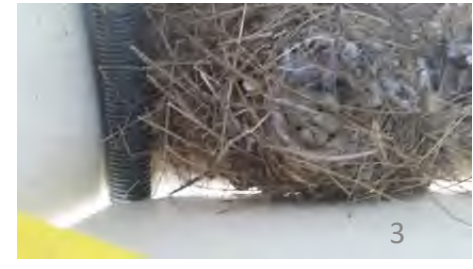


Photo: Lawrence Barringer gwwood.org



Cargo Contamination

- Plants and plant products
- Not plants and plant products: often not regulated under plant protection legislation (e.g. car parts, tiles, steel slabs) but contaminants are often regulated (e.g. soil, snails, weed seeds, and live insects)



Container and Cargo Contamination

How?

Container, conveyance and cargo contamination can occur for many reasons such as:

- origin
- season
- biology of pests
- conditions around packing, staging, storage or handling areas (e.g. soil-based yard, pest hosts, vegetation)
- lights that attract insects (e.g. moths)
- environmental factors (e.g. wind, rain)
- packaging (e.g. non-compliant wood), hitchhikers/transient pests, previous cargo



Container and Cargo Contamination

Why Do We Care?

General

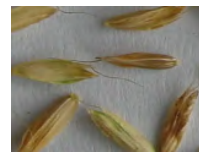
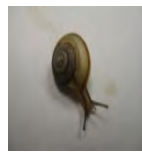
- negative impact on agriculture, forestry sectors and environmental sectors and the livelihood, health and social well-being they provide
- costs to manage are high – prevention is key
- affects trade, international obligations, competitiveness

Impact on parties in the supply chain (aka Industry)

- regulatory actions
- delays for cargo release, demurrage charges due to cargo holds
- expense of having cargo quarantined, removed from North America, tarped, treated or cleaned



Photo: Lawrence Barringer gwood.org



Global Concern

International Plant Protection Convention (IPPC)

- IPPC assembled a Sea Container Task Force (SCTF) to look at this issue at a global level
- Outreach and education is a key component of the SCTF's action plan
- Seeking input from National Plant Protection Organizations (NPPOs) and industry regarding what is known, what is being done and what could be done
- Objective is to increase awareness and encourage compliance
- Ultimate goal is to minimize plant health risks from pests and contamination on imported, exported and domestically moving containers and their cargoes



International Plant
Protection Convention

Container and Cargo Contamination

Benefits of clean containers and cargo

To NPPOs

- Risks are managed at origin
- Save financial resources on eradication or management efforts
- Reduce inspection costs
- Foster strong working relationship with trading partners



To parties in the supply chain (aka Industry)

- Less port congestion
- Reduced demurrage costs
- Potential to reduce on-arrival inspections
- Reduced treatment or cleaning costs
- Reduced delays in discharge and clearance



Global Concern

Different Approaches to the Issue

Examples



Voluntary Canada-United States-Mexico **government-industry** initiative



North American Sea Container Initiative

Objectives include

- To enhance understanding of **logistics of container movement**
- To better understand challenges and opportunities for **identifying** and **reducing** pest risks in the sea container supply chain.
- To conduct **outreach and education** to our respective stakeholders, industries and organizations
- To encourage **global adoption** of similar, **voluntary** programs

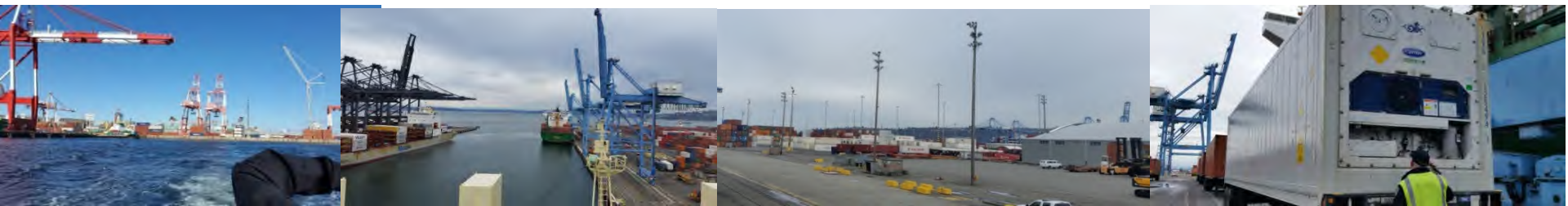
<https://nappo.org/english/north-american-sea-container-initiative>



Working Together

What We Can All Do

- **Identify** biosecurity risks and how to **mitigate** them
- **See it, say it**
- **Do it** – adopt best management practices such as CTU code, industry cleaning guidelines, checklist, share ideas
- **Participate** - spread the word that container cleanliness counts
- **Ultimate goal** = safeguarding the world's agriculture, forests and natural resources + facilitating safe international trade by reducing pest risks from sea containers and their cargos.



The Sea Container Hygiene System

Jointly Operated by:
Australian Department of Agriculture, Water and Environment
&
New Zealand Ministry for Primary Industries

Ministry for Primary Industries
Manatū Ahu Matua



Australian Government
Department of Agriculture,
Water and the Environment

Ministry for Primary Industries
Manatū Ahu Matua



History

Prior to SCHS:

- Approximately 40 -50% of sea containers from the Pacific were found to be contaminated
- 100% Sea Containers from the Pacific arrived in New Zealand and Australia were inspected on arrival
- All contaminated sea containers were sent for cleaning or treatment.



The system's approach

Industry led activities

- Site preparation: pest control and habitat reduction
- Cleaning the sea container (inside and out)
- Spraying the sea container with residual pesticides
- Labelling the cleaned and treated sea containers
- Storing cleaned and treated containers in dedicated storage areas (prior to shipping)

Government led activities

- Monitoring cleanliness through on-arrival inspections
- Providing feedback to industry
- Determine intervention rate based on compliance (100% >50% >20% >5% inspection rates every 3 months)
- Conducting offshore audits



System successes

- Since its establishment, a total of 12 Systems have been approved across 6 Pacific Countries
- Reduce contamination rates by 99.5%

IPPC Sea Container Task Force

What has been done?

- Review and promotion of container cleanliness in Code of Practice for Packing of Cargo Transport Units (CTU Code)
- Promote industry container cleanliness guidelines
- Encourage complementary measures
- NPPO survey
- Survey design and collection of data from NPPOs on sea container cleanliness
- Outreach material (infographic)
- Engagement with NPPOs

What is next?

- SCTF ends December 2021
- CPM charged SCTF with considering a targeted set of questions to come up with recommendations to CPM in 2022
- Outreach with NPPOs and industry integral to answering those questions
- Consider ToR for sea container focus group
- Consider international workshop

What We Need to Know

From Industry (aka parties involved in supply chain)

- Existing practices
- Identified phytosanitary risks in/on cargo and containers
- Obstacles encountered or anticipated when doing phytosanitary checks and cleaning
- Suggested measures to take or influence to mitigate plant health risks depending on role in the supply chain

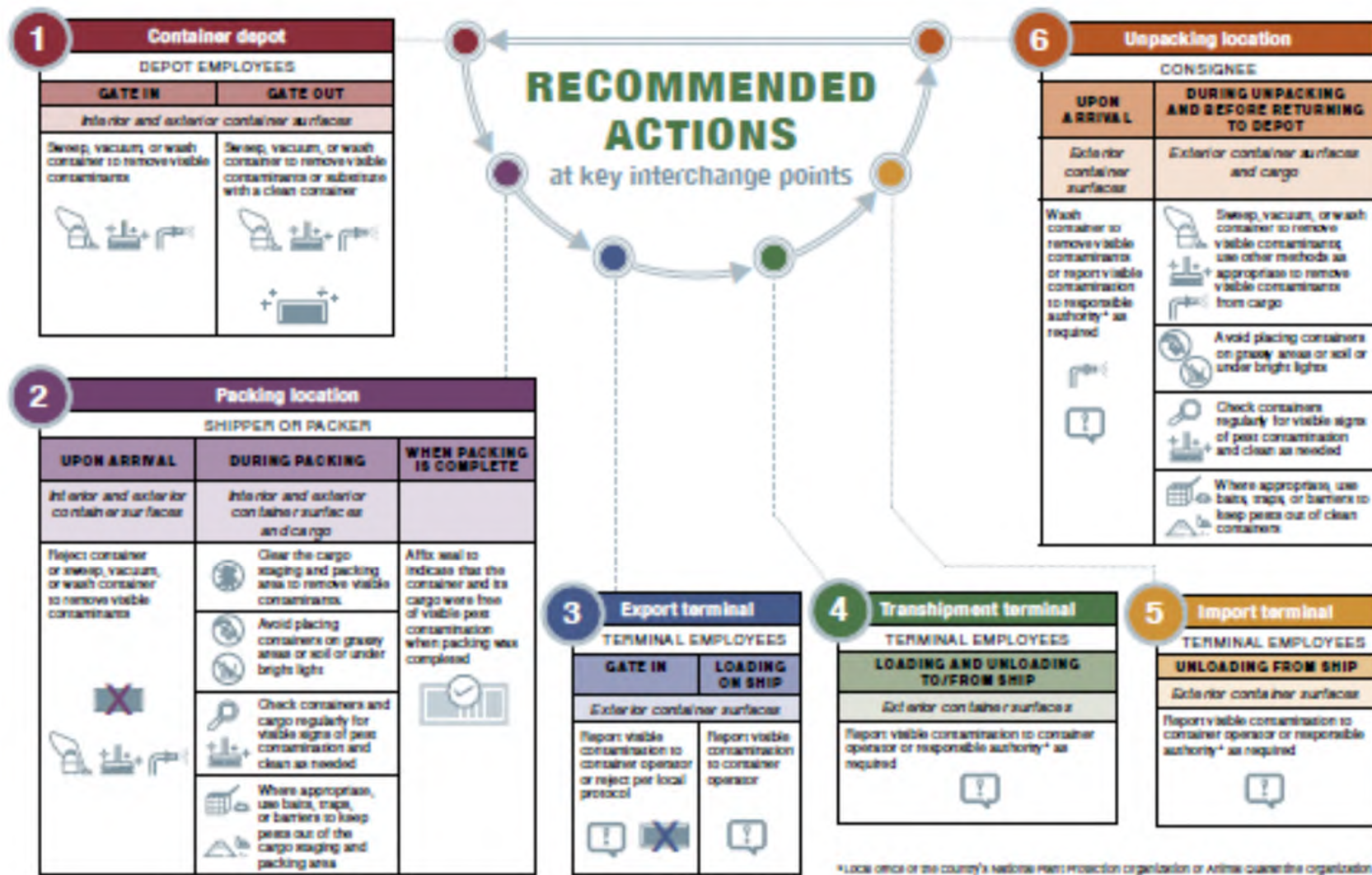


From Government

- Determine what is practical, feasible and effective
- Consider each and all points along supply chain

Reducing the Spread of Invasive Pests by Sea Containers

Guidance from the International Plant Protection Convention's Sea Container Task Force



Thank you

Comments, Questions, Discussion

If you have any questions, further input or are interested in working with us please contact:

imports@agriculture.gov.au
(subject – QUADs container group)

Resources

NASCI <https://nappo.org/english/north-american-sea-container-initiative>

International Plant Protection Convention

<https://www.ippc.int/en/core-activities/capacity-development/sea-containers/>
<http://www.fao.org/documents/card/en/c/ca7670en>

Industry

<http://www.worldshipping.org/industry-issues/safety/containers>

<https://www.containerownersassociation.com/wp-content/uploads/2020/09/CTU-Code-A-Quick-Guide.pdf>